



City of Seattle

Department of Planning and Development

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Numbers: 3013790 and 3014072

Applicant Name: Jodi Patterson-O'Hare for Seattle City Light

Addresses of Proposals: 1133 North 100th Street and 1149 North 98th Street

SUMMARY OF PROPOSED ACTIONS

3013790 (1133 North 100th Street – North Site)

Land Use Application to demolish an existing 11,622 sq. ft. warehouse (1126 North 98th Street) and to allow a one-story with canopy, 8,586 sq. ft. addition to an existing structure (1133 North 100th Street) for a total of 28,678 sq. ft. Review includes alterations and a change of use to a portion of existing warehouse to office (7,905 sq. ft.) and to light manufacturing (3,366 sq. ft.) with 9,245 sq. ft. of warehouse to remain. Review also includes change of use from surface parking area to outdoor storage (27,190 sq. ft.). Determination of Non-Significance prepared by Seattle City Light.*

*Note – The project description has been revised from the following original notice of application: Land Use Application to demolish an existing 11,000 sq. ft. warehouse (1126 North 98th Street) and to allow a one-story, 6,800 sq. ft. addition to an existing structure (1133 North 100th Street) for a total of 25,600 sq. ft. Review includes a change of use to a portion of existing warehouse to office (13,364 sq. ft.) and to light manufacturing (4,095 sq. ft.) with 10,497 sq. ft. of warehouse to remain. Review also includes change of use from surface parking area to outdoor storage (27,200 sq. ft.). Determination of Non-Significance prepared by Seattle City Light.

3014072 (1149 North 98th Street – South Site)

Land Use Application to demolish an existing 2,702 sq. ft. structure and allow surface parking for 85 vehicles. Determination of Non-Significance prepared by Seattle City Light.*

*Note – The project description has been revised from the following original notice of application: Land Use Application to demolish an existing 2,700 sq. ft. structure and allow surface parking for 84 vehicles. Determination of Non-Significance prepared by Seattle City Light.

The following approval is required:

SEPA - Environmental Determination - for conditioning only. (Seattle Municipal Code Chapter 25.05).

SEPA DETERMINATION: ☐ Exempt ☒¹ DNS ☐ MDNS ☐ EIS
☐ DNS with conditions
☐ DNS involving non-exempt grading or demolition or
involving another agency with jurisdiction.

¹SEPA Determination of Non-Significance issued by Seattle City Light on November 8, 2012

BACKGROUND INFORMATION

Site and Vicinity Descriptions

The proposals are located on two Seattle City Light (SCL) owned properties separated by an existing right-of-way (North 98th Street): The North Site (1133 North 100th Street) and the South Site (1149 North 98th Street).

North Site (1133 North 100th Street)

This approximately 81,262 square foot (sq. ft.) proposal site is a consolidation of four tax parcels bounded by North 100th Street to the north, Stone Avenue North to the east, North 98th Street to the south and commercially-zoned property to the west. The site zoned Commercial 2 (C2-65). Existing development on the site consists of two one-story warehouse buildings (addressed as 1133 North 100th Street and 1126 North 98th Street), a small masonry boiler structure, a paved surface parking area with 58 parking stalls, and a graveled parking area estimated to accommodate an additional 21 parked vehicles.

The North Site is accessed via several locations: two curb cuts along North 98th Street; two curb cuts along Stone Avenue North; and, two curb cuts along North 100th Street. Collectively, North 100th Street, Stone Avenue North, and North 98th Street are classified as non-arterial streets pursuant to SMC Chapter 23.53, improved with curbs, sidewalks gutters and street trees.

At the North Site, the topography is described as having a 15' wide embankment bordering the southeast corner with a 35% downward slope; but the remainder of the site is relatively flat. Existing vegetation consists of grass, shrubs and mature trees (five). One tree (19" Madrone) has been determined by a tree professional (Dodi Fredricks, Registered Washington State Landscape Architect, Fredricks Landscape Architecture) as meeting the "Exceptional Tree" designation (Director's Rule (DR) 16-2008). The subject site is not located within any identified or designated Environmentally Critical Areas (ECAs).

Surrounding property west and south of the subject property is also zoned as C2-65. Neighborhood Commercial 3 (NC3-40) zoning is identified north of the project and Lowrise (LR3) zoning is identified east of the project.

South Site (1149 North 98th Street)

The South Site is approximately 36,719 sq. ft. located also within the C2-65 zone. This corner lot is situated with frontage along the south side of North 98th Street and the west side of Stone Avenue North. An existing one-story structure with an attached canopy is at the site.

Vehicular access to site's gravel parking and open yard storage areas is currently via an existing curb cut at Stone Avenue North and two curb cuts at North 98th Street. Access is also possible via the existing 16' graveled alley abutting the site's south boundary line. As noted above, both Stone Avenue North and North 98th Street are improved non-arterial streets.

The topography of the South Site is mainly flat with a small area in the middle of the site sloping downward 16% to the south. Existing vegetation consists of grass, shrubs and seven mature trees. A portion of the site is mapped ECA-Steep Slope. The applicant was granted an ECA exemption based on a determination by the DPD Geotechnical Reviewer that no steep slope exists on the site (mapping error).

The properties surrounding the South Site to the north, south and west are also zoned as C2-65. LR3 zoning is identified east of the proposal.

Both the North and South Sites are situated within the Aurora-Licton Springs Residential Urban Village. Existing development in the vicinity of the proposals includes a mix of commercial and residential uses (townhouse, apartments, and single-family structures). The Oaktree Village Shopping Center (retail/grocery store/restaurants/movie theater complex) is north of the Sites. The SCL North Service Center Main Facility is immediately to the east of the project sites. The Seattle Community Access Network (SCAN) Media Center is west of the project sites.

Proposal Description

The proposed redevelopment of the sites includes demolition of existing buildings, construction of an addition and alterations to an existing warehouse building, creation of paved surface parking areas and outdoor material/fleet vehicle storage yard areas for SCL. SCL explains the improvements to the North Service Center Annex (North Site) and SCL-owned property across the street (South Site) are planned to accommodate existing SCL workgroups, relieve overcrowding at the SCL North Service Center Main Facility and provide additional employee parking.

The proposed North Site includes the construction of a one-story with canopies 8,586 office addition to the existing warehouse building. Renovation of the existing 18,161 sq. ft. building to install a mezzanine area (2,355 sq. ft.) and convert portions of the warehouse to office (7,905 sq. ft.) and light manufacturing (3,366 sq. ft.) uses are planned. The existing 27,190 sq. ft. parking area consisting 58 parking stalls and an informal parking area will be converted to outdoor storage to accommodate SCL fleet vehicles and materials. Vehicular access to the outdoor storage area and proposed loading berths will occur via proposed curb cuts abutting North 100th Street, Stone Avenue North, and North 98th Street. The project includes approximately 2,175 cubic yards (cu. yds.) of grading. Minor street improvements (inclusive of street trees, planting strips and sidewalk improvements) are planned along the three street boundary lines. Landscaping enhancements inclusive of shrubs and ground cover plants are proposed. All five mature trees, including the identified exceptional tree, will be retained and protected during construction. Exterior lighting consisting of pole mounted light fixtures and building mounted light fixtures is proposed. No accessory parking will be provided at the North Site.

A paved surface parking lot is proposed at the South Site comprising of dedicated offsite parking (26 parking spaces) for the North Site and additional SCL employee parking for staff at the SCL North Service Center Main Facility. Vehicular access to 85 parking stalls would happen via two

driveway entrances abutting North 98th Street. This project includes approximately 1,320 cu. yds. of grading. Minor street improvements (inclusive of street trees, planting strips and sidewalk improvements) are also planned along all the site's street boundary lines. Extensive landscaping enhancements inclusive of a bioretention overflow structure are planned. Two mature trees will be removed. The remaining mature trees will be retained and protected during construction. Pole mounted light fixtures will be installed throughout the parking lot.

Public Comment

The public comment period for both projects ended January 2, 2013. DPD received no written comments regarding either proposal.

SEPA ANALYSIS

Environmental impacts for the *North Service Center Annex (North Site) and accessory parking lot (South Site)* have been analyzed in environmental documents prepared by Seattle City Light. These include a SEPA Checklist dated October 30, 2012 and a Determination of Non-Significance issued by Seattle City Light dated November 8, 2012. Project specific environmental impacts of the improvements have been disclosed and analyzed in the documents provided by Seattle City Light, acting as Lead Agency.

The Seattle SEPA Ordinance provides substantive authority to require mitigation of adverse environmental impacts resulting from a proposed project (SMC [25.05.655](#) and [25.05.660](#)). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may only be imposed to the extent that a given impact is attributable to a proposal, and to the extent that the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be imposed only when based on policies, plans and regulations referenced in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA may not be necessary.

Short - term Impacts

The following temporary or construction-related activities on this site are expected and were described in the DNS: demolition dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, increased consumption of renewable and non-renewable resources, a small increase in traffic and parking impacts due to construction-related vehicles, and greenhouse gas emissions.

Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Code, the Grading Code, the Street Use Ordinance, and the Building Code. Compliance with these and other applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. Further discussion of short-term construction related impacts follows.

Noise

The sites are located near (300' east) of Aurora Avenue. Residential properties are situated northeast and southeast of the project sites. No existing noise sources are identified; however vehicular noise and human voices from nearby commercial uses and SCL facilities are expected.

Short-term noise and vibration from construction equipment and construction activity (e.g., backhoes, trucks, concrete mixers, generators, pneumatic hand tools, engine noise, back-up alarms, etc.); demolition of the existing structures; and construction vehicles entering and exiting the site would occur as a result of construction and construction-related traffic. Compliance with the Noise Ordinance (SMC 25.08) is required.

To mitigate noise impacts resulting from demolition of the existing buildings and planned construction/alteration activities, the SEPA checklist notes the following measures of the proposals:

- Construction hours will be limited to Monday-Friday from 7:00 a.m. to 6:00 p.m. to limit noise impacts on the surrounding area.

It is the Department's conclusion that limiting hours of construction beyond the construction hours proposed by SCL or requirements of the Noise Ordinance is not necessary for the projects on the aforementioned sites. No further conditioning or mitigation is warranted.

Air Quality

Demolition activities on the North and South Sites will result in localized short-term increases in air particulates and carbon monoxide which could temporarily affect the quality in the vicinity. Demolition/construction activities that would contribute to these impacts include excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and compressors). Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust.

In addition, compliance with the Puget Sound Clean Air Agency regulations requires activities which produce airborne materials or other pollutant elements to be contained with temporary enclosure.

Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency ("PSCAA") prior to demolition. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

During demolition of the structures, on-site activity and periodic traffic delays on adjacent streets could contribute to slight increases in localized vehicle emissions but it is not expected that these emissions would result in a violation of any local ambient air quality standards.

There is no indication of unusual short term adverse impacts. Current codes are adequate to provide mitigation and pursuant to the Overview Policy (SMC Section 25.05.665) and Air Quality Policy (SMC Section 25.05.675A). Therefore, no further mitigation is warranted.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacturing of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from the project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long - term Impacts

Potential long-term or use-related impacts anticipated by both proposals include: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased ambient noise associated with increased human activity and vehicular movement; minor increase in light and glare from exterior lighting and from vehicle traffic (headlights); increased traffic and parking demand due to staff and visitors; increased airborne emissions resulting from additional traffic; increased demand on public services and utilities; and increased energy consumption.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater Code and Grading Code which requires onsite collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. However, due to the age, size and location of this proposal, historic preservation, parking impacts and greenhouse gas emissions warrant further analysis.

Historic Preservation

Section 25.05.675.H of the SEPA code describes the City's policies for protecting historical sites. *"It is the City's policy to maintain and preserve significant historic sites and structures and to provide opportunity for analysis of archeological sites.....For projects involving structures or sites which are not yet designated as historical landmarks but which appear to meet the criteria for designation, the decisionmaker or any interested person may refer the site or structure to the Landmarks Preservation Board for consideration.....On sites with potential archaeological significance, the decisionmaker may require an assessment of the archaeological potential of the site."*

SEPA provides authority to mitigate impacts to historic buildings (SMC 25.05.675.H.2.c). In this instance, the existing warehouse building addressed as 1126 North 98th Street is not designated as a historical landmark. However, because this proposal involves the demolition of a building which is more than 50 years old, historical information concerning the aforementioned property (prepared by the Wagner Architects) was referred to the Department of Neighborhoods

(DON) for review. The Historic Preservation Staff declared in a memo dated December 11, 2012, *"We reviewed the information submitted regarding the subject building. Based on the review of this information, we have determined that it is unlikely, due in part to a loss of integrity, that the subject building would meet the standards for designation as individual landmark."* Therefore, no mitigation is warranted by SEPA.

Parking

The proposal sites are situated within a Frequent Transit Service Corridor. The submitted Master Use Permit (MUP) plans indicate a total of 85 parking spaces are provided at the South Site and no parking being provided at the North Site on which the office addition will be built. Per the applicant, the parking lot is intended to replace the employee parking removed from the North Site (79 total) and create additional off-street parking to be utilized exclusively by SCL staff.

To mitigate parking impacts resulting from the existing SCL buildings and planned construction/alteration activities, the SEPA checklist and supporting materials notes the following mitigating element of the proposals:

- Controlled ingress/egress access (key card reader) to the gated South Site parking lot.
- Amenities (secure storage, locker rooms and showers) to support bicycle commuting will be included in the proposal. The site is located near several bus routes, and the City encourages its employees to use public transportation.
- SCL has dedicated 26 parking spaces at the South Site to be reserved for SCL employees working at the North Site (Offsite Parking Agreement (KCR #20130719001197)).

With the abovementioned measures, SCL predicts no spillover parking is expected on the surrounding street system and DPD concurs with this analysis. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

DECISION - SEPA

The environmental checklist, Master Use Permit plans submitted on the project; and responses to requests for information all comprise Department of Planning and Development's (DPD) record. Pursuant to SMC 25.05.600.D.1, DPD relies on the environmental documents and technical reports prepared by the Seattle City Light in their role as lead agency. DPD has determined that the DNS issued and utilized for the environmental analysis of the *North Service Center Annex (North Site) and accessory parking lot (South Site)* and permitted herein, is adequate.

SEPA CONDITION

None.

Signature: _____ (signature on file) Date: October 7, 2013
Tami Garrett, Senior Land Use Planner
Department of Planning and Development

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